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FRANK L. HOOGSMANAGER

WEDNESDAYAUGUST 14, 1907

"Undated" No More

Governor Frear has put an end to the undated resignation controversy and unpleasantness in a way that will create a good impression throughout the Territory. In all districts this proposition of a governor taking all departments completely into his own hands, was thoroughly distasteful. The Senate expressed the sentiment of the legislature by an act to prohibit the plan being further followed. The act was killed in the House, but not because there was not a majority in favor of it. It is to be feared now, that the man who saved the governor the humiliation of having it made law will not get his hoped-for reward.

The fact that a department head is an official whose appointment is confirmed by the Senate shows intention of Congress to make him independent of the executive to a certain extent. It expressly shows the intention not to give the governor the right of summary removal of these appointees. The undated resignation proposition was a subterfuge to beat the law. The argument was always made that the governor might have trouble with officials guilty of misconduct and insisting upon remaining in office. The answer to this is first that a governor ought not to appoint anyone to office whom he looks upon as even remotely likely to create such a contingency, and second that there is no reason why one man, even the governor, should have the right to decide offhand whether an official is guilty or not of misconduct warranting removal, especially when the law provides another way.

Americans Look To Japs

Elsewhere in The Star today is an account of a tentative contract made by the Chicago, Milwaukee and St. Paul railway, with a Japanese company, for a fleet of nine steamers of 18,000 tons each, to carry the railroad company's freight to the Far East. The railroad is being extended to the coast, with Seattle for a terminus, and it expects to be in the oversea business by 1909. Two significant features of this proposition are the fact that the railroad company has apparently given up hope of an American ocean service being practicable, and the evidence shown of Seattle's tremendous growth in commercial importance, which should add to our efforts to get into closer touch with the Sound. Seattle is a city of hustlers, perhaps more than any other coast city at present, and the number of big liners which leave there every month and pass by Hawaii in the open sea is rapidly increasing.

If anything can make the American government act in the matter of encouraging American merchant marine, it would seem to be such plans as these. If American railroads are to deliver their business to the Japanese it is evident that the "control of the Pacific" will pass into the hands of Japan in very short order, as far as commerce is concerned. If one railroad company does it others will do likewise.

Honolulu Fifth

Although it might seem hardly possible, Honolulu ranks among the first five ports in the United States as a gate of entry to this country for immigrants, and there is every prospect that within the next few years this city will have climbed still further up the ladder and become one of the most important ports of immigration in the country.

New York is, of course, the greatest port of immigration in the country. Next comes Boston, then Philadelphia, San Francisco, Honolulu, Galveston, Texas, Key West, Florida, New Orleans, and then New Bedford.

Japan's Sincerity

There is much more peace talk than war talk now. The jingoes have worked themselves out, and though there is no telling when a new outburst may come or how small a thing might cause it, effective showings of a disposition for peace are being made. A correspondent of Harper's Weekly gives the following example of how the Tokio government showed the sincerity of its desires to stop the agitators: "Let us, for the moment, consider the squelching of the jingoes. Tokio Puck, a Japanese comic weekly, published a few days ago a cartoon entitled 'The Brutalization of America,' which depicted the United States as a huge lion whose teeth (the portion of the map around San Francisco) were crunching a shrieking little Jap. The shades of Washington and Lincoln were shown, regarding the spectacle with mournful forebodings. The design was cleverly executed—quite as ably as the cartoon in the same periodical before the Russo-Japanese war, in which the little Jap was displayed drawing his sword to drive back the great Russian Bear then encroaching upon Asia. The attempt to parallel the status of the United States with the ruthless aggression of Russia was well calculated to stir up hatred among the Japanese populace, perhaps to fan the war-fires into flame.

"But note the difference in the official attitude toward the two cartoons. There was no attempt in 1904 to suppress the Russian Bear cartoon. The Brutalization of America cartoon has been suppressed by the order of the Japanese government. And the manner of squelching it was diplomatic. The government officials, following the usual public method, might have closed the offices of Puck and confiscated the edition containing the offensive cartoon. To do this, however, would have called attention to the inflammatory picture, advertised it, augmented its influence. Secret agents were sent out to buy all the copies extant. So rare has the number become that its price has soared like the price of ancient coins. In several well-authenticated cases the agents paid as high as ten yen (\$5 American gold) for one copy. It was by great good luck as well as diligent search that I was able after four days of effort to secure the copy I am sending to you.

"Possibly Americans may not grasp the full significance of the circumstance official action in this case; but all white men in Japan see in it an earnest of the hearty wish of the Emperor and his Elder Statesmen

GOVERNOR CARTER'S STRONG LETTER

(Continued from Page One.)

learning that they have booked with fifty or sixty other passengers desiring to leave and that the steamer can only take three or four additional passengers at Honolulu, thus being obliged to await another steamer of American register, lose their time and be greatly inconvenienced by the delay, during which they often see a British or Japanese passenger steamer arrive and depart. In fact, I may say the agitation of this question was started, not by the residents of Hawaii, but by visitors here, who claimed it was the first time they had found that being an American (and in an American port) was a distinct disadvantage.

"It cannot reasonably be argued that the application of the coastwise law was ever intended for a part which had no rail communication with other parts of America. As I have already stated to you, in the development of our country there have been few features of more potency than the free interchange and travel of our people from one part of the country to another. This has not only made us homogeneous but has brought about the immense trade between the various states and territories. It cannot be claimed that it was the intention of Congress in the passage of this Act to hamper or restrict this free interchange of our commerce. The American drummer, the wonder of the business world, finds it most irritable to stop off with his samples in Hawaii expecting to catch a steamer which he sees scheduled to leave in a few days, and then learns that he can only travel on that vessel by the payment of a fine of \$200. He cables his principal that his expenses go on and his time is lost.

"If during the eight years that this law has been applied to Hawaii the passenger service from these islands to the mainland has been bettered or increased because of this protection, you would not find public spirited men in Hawaii opposing it. So far as I am aware, there has not been a murmur raised by the sugar planters against the restriction to American bottoms, though it costs them \$600,000 a year—a tax practically of \$4 per capita of our population.

"Our people do not ask an exemption for freight, but we do maintain common sense dictates that ordinary judgment be used in the application of our national laws.

"I presume those who have money invested in American ships will feel that they are acting rightly and humanely when, by insisting on its application, they subject the local naval authorities to keep one of their sailors here for three weeks in a dying condition, after his physician has stated that the only way to save his life was to send him to the coast. The application of the naval authorities for an exception had been denied and no transport or other American bottom would touch here for that length of time, although there have been two or more opportunities for placing him on an English vessel and thus saving his life perhaps.

"No community regret more than this the action of Congress in failing to provide a subsidy, which would probably have maintained the Spreckels Brothers steamers in service. But in view of the fact that they have been obliged to take their steamers off, and the repeated statements of the Pacific Mail Steamship Company's officials that the passenger traffic from Honolulu is a matter of utter indifference to them and plays no part in their calculations, as well as other considerations, is not this Territory justified in demanding of the Secretary of Commerce and Labor that he use the discretion which Congress has given him, and remit all fines until such time as in his judgment the service of American steamers calling at this port warrants the application of the law in its full rigor.

"Very sincerely yours,
 "G. R. CARTER,
 "Governor."

ALEWA SETTLERS.

The new settlers in Alewa will hold another meeting tonight at 7:30 in the makai pavilion of the Young hotel, to discuss the matter of a new road to their property. Superintendent Holloway has agreed to follow the wishes of the land holders in the matter of road construction, and there is a good prospect of work being begun soon. Petitions for the unsold lots are being well signed.

to preserve unbroken their ancient friendship with the American people; to eliminate without leaving a single trace any influence which might disturb that friendship."

It is to be hoped that the mainland "epidemic of crime" will be followed by an epidemic of punishment.

Honolulu was very glad to welcome Captain Saunders back with the Manchuria this morning. Before his unlucky incident of a year ago the captain had been a Honolulu favorite for some time and his manly attitude dur-

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WINNING COMPLIMENT.

The beautiful girl shook her head in the negative.

"No," she said after a moment's deliberation "I can never—no, never—be your wife. But I'll tell you what I will do. Just to show you that there is no hard feeling on my part I will be present when you marry some other girl and bombard you with my shoes for luck."

Ah, here was an opportunity. Quick as a flash the young man responded: "Please don't. If you must throw old shoes borrow them."

"Any why not use my own?" "Because they are so small we could never detect them from the rice."

Flattery won. The beautiful girl decided then and there that the young man was altogether too clever for any other girl, so she reversed her decision and the cards are out.

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